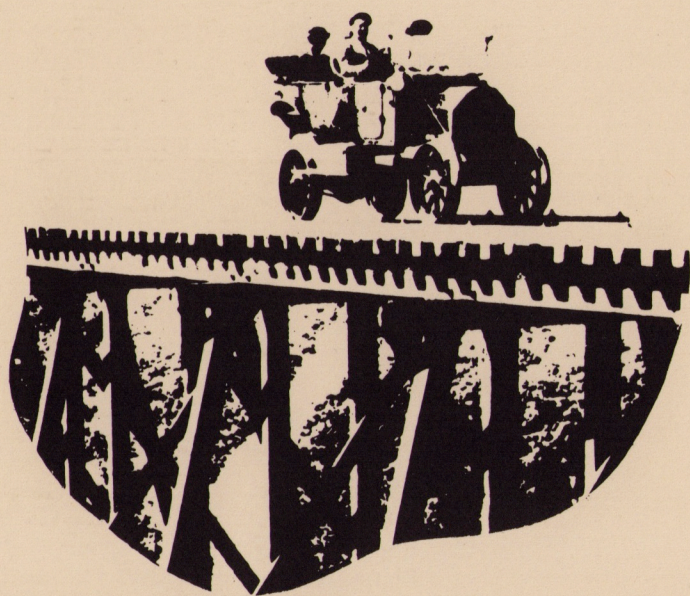


THE TIES THAT BIND

a biographical sketch
of
Horace M. Albright



Keepsake #13
published for the
24th Death Valley '49ers Encampment
Death Valley, California
November 8th-11th, 1973

This is the thirteenth keepsake published by the Death Valley '49ers Inc., excluding the all too rare memento of the 1949 Centennial. They are collector items, especially valued in a complete set. If this is one of your first, look for the others. Produced by those who know Death Valley, intimately, they are a treasure of Death Valley's lore and legends —

- 1957 — The Wade Story
- 1960 — Death Valley, Its Museum and Visitor Center
- 1961 — Freeman Junction
- 1962 — Old Harmony Borax Works
- 1962 — Searles Lake Borax
- 1963 — Ballarat
- 1964 — Ralph Palmer Merritt
- 1968 — Old Stovepipe Wells
- 1969 — The First Twenty Years
- 1970 — The Eichbaum Toll Road
- 1971 — "23" Skidoo, and Panamint, too!
- 1972 — Wildrose Charcoal Kilns

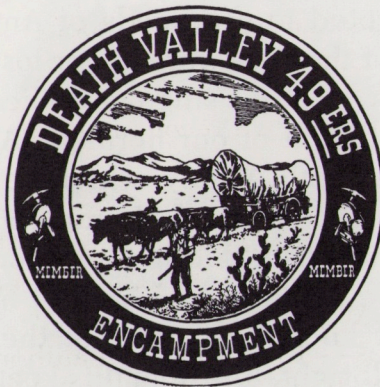
In a more expansive form we recommend the Death Valley '49ers publications:

- The Geological Story of Death Valley by Dr. Thomas Clements
- Symbols of Destiny — The Death Valley Heroism of W. L. Manly
by Ardis Manly Walker
- Death Valley Tales — by ten western authors
- Goodbye, Valley Valley! — by L. Burr Belden
- A Naturalist's Death Valley — by Dr. Edmund C. Yaeger
- Camels and Surveyors in Death Valley — by Arthur Woodward
- Fifty Years in Death Valley — by Harry P. Gower
- Death Valley '49ers Cookbook — by Lydia Clements

These are books to be read with pleasure, and to be treasured.

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HORACE MARDEN ALBRIGHT is a mountain man, "at home" amid snow capped peaks, tall tree forests, verdant meadowlands and high country lakes and streams. But his own roots reach deep into the dry, oft desolate desert that was indeed his home.

Although much of his life was spent amid the formalities of Washington, D.C., the happiest times were, and still are, the relaxed camaraderie around a campfire.

A man who has known ten presidents, and 17 secretaries of the interior personally and professionally, he also lists packers and prospectors, desert rats and dignitaries, people of all walks of life, among his legion of friends.

In a career devoted to the needs of America's future, the lessons and love of the past were never lost. Indeed, they are inextricably interwoven in a singular dedication to the preservation and perpetuation of our heritage. And with particular appropriateness to Death Valley, which he was so instrumental in establishing as a National Monument.

The complete story is a tale too long for the telling in the limitations of these pages. These are but highlights, and perhaps a few lesser known glimpses of the life and times of Horace Marden Albright, to whom this keepsake is dedicated.

Hugh C. Tolford
with George Koenig



Howard M. Albright



ABOUT A HUNDRED MILES north of Scotty's Castle the land has much in common with Death Valley. Desolate, sun-baked hills. Dry, dusty slopes of sand and scrub. Remnants of mining camps and Borax workings.

It also had one of the west's almost legendary railroads, the Carson and Colorado, that took Horace's mother from the now ghost town of Candelaria to Bishop for his impending birth. The huffing, puffing, rickety, rickety ride back may well have discouraged his association with railroading for 43 years — when he became identified with another historic narrow-gauge, the Death Valley Railroad.

But other ties were being formed.

Prospects were still as bright in Candelaria as the silver pouring out of the great Northern Belle mine

where Horace's father, George, worked as a shaft builder and carpenter. But with the needs of a growing family he also went into partnership with the local Wells Fargo agent and telegrapher, Chris Zabriskie. Selecting a business without competition they became the only undertakers in town. (The fact is, there wasn't anyone else to do the job).

It was a unique venture for both. George's carpentry skills in making coffins to order and size...Chris's adeptness at trimming with cloth and attaching handles...and both partners' kind and gracious manner with the bereaved families.

The business also inspired a small sign over the door: "Albright & Zabriskie...A to Z...You Kick the Bucket, We Do the Rest"!

But Zabriskie, for whom one famous viewpoint in Death Valley was to be named, was not the only link with the great saline sink to the south.

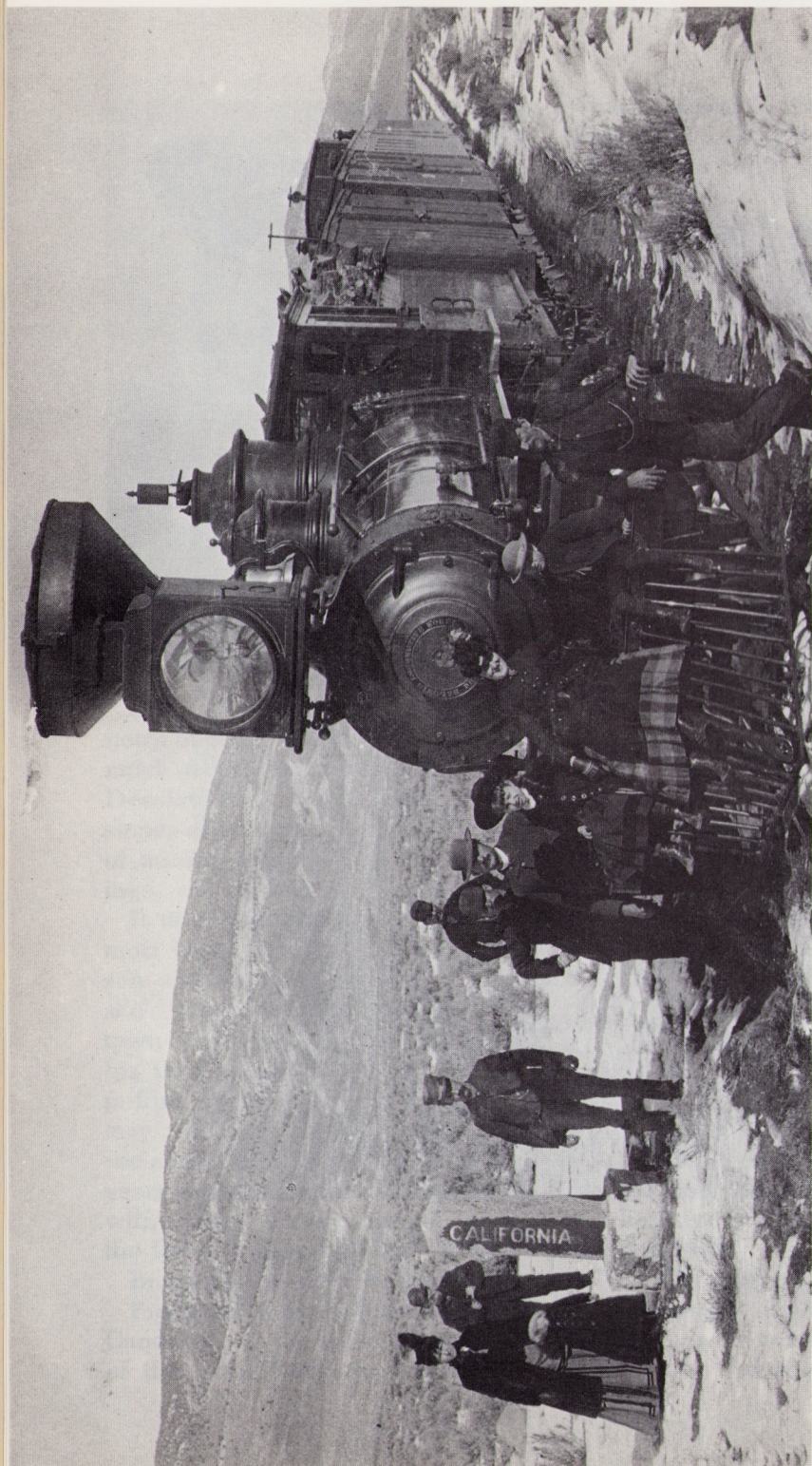
Closeby, back in the 1870's, at Columbus and Teel's Marsh, Francis M. "Borax" Smith had started to blaze his borax trail to the great deposits in Death Valley.

Smith hired Zabriskie to be in charge of his Columbus borax operations. The disastrous depression of 1893 wrecked the world's silver markets and Candelaria died without the grace of a burial by Albright and Zabriskie.

The Albrights moved to Bishop, in the shadow of the High Sierra. Here, when he wasn't helping his father, who became a successful



Horace Marden Albright at 3 years.



The shiny headlight appears almost too large for this little narrow gauge teapot locomotive, the Carson and Colorado No. 6, as it proudly poses for its picture with the first train to cross the California State line near Queen's Station, early in 1883. Seven years

later, Horace Albright's Mother was to ride this train from Can-
delaria to Laws Station (Bishop) to await the birth of Horace on
the 6th of January, 1890.



The Albright family moved from Candelaria to Bishop during the depression of 1893, five years before this photo was taken of the Carson and Colorado passenger train at the Candelaria Station in 1898. The Conductor, second from left, is Fred Balzar, later a Governor of Nevada.



Horace Albright's home town, Candelaria, Nevada in 1893, the year the Albright family moved to Bishop, California.

Same view — Candelaria, Nevada in 1967. The rusty tracks of the Carson and Colorado narrow gauge railroad were torn up in 1932, but train service to Candelaria had ceased many years before.



contractor—and undertaker — Horace roamed the majestic peaks and virginal valleys. Camping. Fishing. Hiking. Exploring old mining sites. Horseback riding through meadows and forests. Visits with a grandfather who had been in the Gold Rush. It was a boyhood to be envied. Impressionable years and experiences that were to be reflected in his dedication to conservation as the “Wilderness Defender.”

Once in 1906, Horace met Death Valley Scotty (whom he was to know much better in the 1930's). Horace's father had a building contract in Big Pine for the County Home and one day the word was out that Scotty was coming to town that night and would hole up at Jim Butler's Hotel. George Albright ordered dinner early for everyone so they could rush off to see the great man. Albright and Son stood around the bar until Scotty bounced in and shook hands with everyone. He then made for the bar and proceeded to buy his party drinks and cigars but nothing for the townspeople. Scotty's reputation for hospitality had taken a terrible setback.

Horace's uncle, W. W. Yandel, was the Inyo County Assessor for many years and often told Horace fascinating stories about his trips and brought back pictures and minerals from the Death Valley area mining camps such as Panamint, Darwin, Skidoo, Greenwater and others.

Chris Zabiskie, who at the turn of the century became head of the eastern operations of the Pacific

Coast Borax Company, would occasionally drop in on the Albrights in Bishop and reminisce about the old days in Candelaria.

Death Valley was very real to the young Horace Albright in Inyo County.

Then came graduation from Bishop High School and enrollment at the University of California where he graduated in 1912 with such classmates as Newton Drury and Earl Warren.

The following year, with grave misgivings about leaving the peaceful Sierra wilderness for the wilds of Washington, D.C., he launched his lifetime career in conservation to serve as confidential clerk with Franklin K. Lane, Secretary of the Interior. Meanwhile, Horace finished his law course at night at Georgetown University and passed the bar exams for the District of Columbia and California.

In 1915, he was appointed Assistant Attorney for the Department of the Interior and also assigned to assist Stephen T. Mather who was about to launch his career as the first Director of the new National Parks Service. Once again, additional ties to Death Valley. Mather's father had been President of Borax Smith's Columbus Marsh operation just over the range from Candelaria and had become a good friend of Chris Zabriskie. In 1893, Steve Mather, the son, went to work for Borax Smith. He was so enthusiastic about the future of borax that he not only created the 20 Mule Team trademark but proceeded to



Horace Albright, Superintendent of Yellowstone, and Steve Mather, first Director of the National Parks Service, pose beside Mather's shiny new 1924 Packard touring sedan in Los Angeles. The "N.P.S." license plate produced special treatment from the Los Angeles Police. Mather and Albright noted that whenever they drove up to a crowded intersection, a traffic officer would immediately wave them on through the intersection. Finally, they were so curious they stopped and asked a traffic officer why the VIP treatment. The officer replied, "Oh...I thought you fellows were the National Prohibition Service and were after someone...so, I didn't want to hold you up!"



The 'friendly smile' of President Coolidge is evident, as Horace Albright points out the wonders of Yellowstone National Park in 1927.

successfully increase borax sales throughout the world. Mather later started his own Sterling Borax Company in competition with Pacific Coast Borax. After selling out at a huge profit, he retired until his arrival on the Washington scene in 1915.

Horace also found time this year to convince his University of California classmate, Grace Noble, to marry him on December 23, 1915 and live in Washington, D.C.

Mather and Albright traveled extensively in 1915 — all over the West, but spent considerable time in Washington. Albright, as Assistant Attorney for the Department played an important role in securing legislation which was signed by President Wilson, August 25, 1916, establishing the National Park Service. Mather became its first Director and Albright, the first Assistant Director. When Mather was stricken with a prolonged illness in 1917, Horace took over as Acting Director.

Following 30 years of administration of Yellowstone by the military, there were problems to be solved in the West. Horace became the first civilian Superintendent of Yellowstone National Park in 1919 . . . serving until 1929. During this period he also assumed administration of Yosemite for two years. In the summers, when Yellowstone was open, Horace met visitors from every state and many foreign countries. He entertained and guided Presidents Harding and Coolidge, congressional parties, governors and

old friends such as Chris Zabriskie around the Park. At Yellowstone he also met John D. Rockefeller, Jr. and his five sons. Rockefeller became interested in national parks and eventually granted millions of dollars to saving forests and acquiring private lands. One result was the establishment of Grand Teton National Park in Wyoming. Horace has continued to serve as a conservation advisor to the Rockefeller family for the past 25 years.

Upon the retirement of Mather in 1929, Horace Albright assumed full charge of the National Parks Service as its second Director. When Mather was Director, he had been keenly interested in Death Valley and initiated studies as to its possible acquisition as a National Park or Monument. In July 1930, Albright carried on this preliminary work by recommending temporary withdrawal to prevent any increase in mining claims and, on February 11, 1933 saw his hopes fulfilled when President Hoover signed the proclamation creating Death Valley National Monument.

On August 19, 1933, Horace Albright resigned from the Parks Service to become Executive Vice-President and General Manager of the U.S. Potash Company. The ties between Candelaria and Death Valley were now closer. Pacific Coast Borax, the company founded by Borax Smith and headed by Horace's fellow Candelarian, Chris Zabriskie, had a large interest in U.S. Potash!

Nor did the ties end at that.

As early as 1927, Albright and Mather had traveled to Death Valley to meet with Company officials to review and assist the Pacific Coast Borax Company's plans for promoting tourism to the Valley. When the narrow gauge Death Valley Railroad was torn up it was shipped to the U.S. Potash plant in Carlsbad, New Mexico. Later in the 1950's Horace arranged for the return of one of the steam locomotives to Furnace Creek Ranch for permanent display at the Borax Museum.

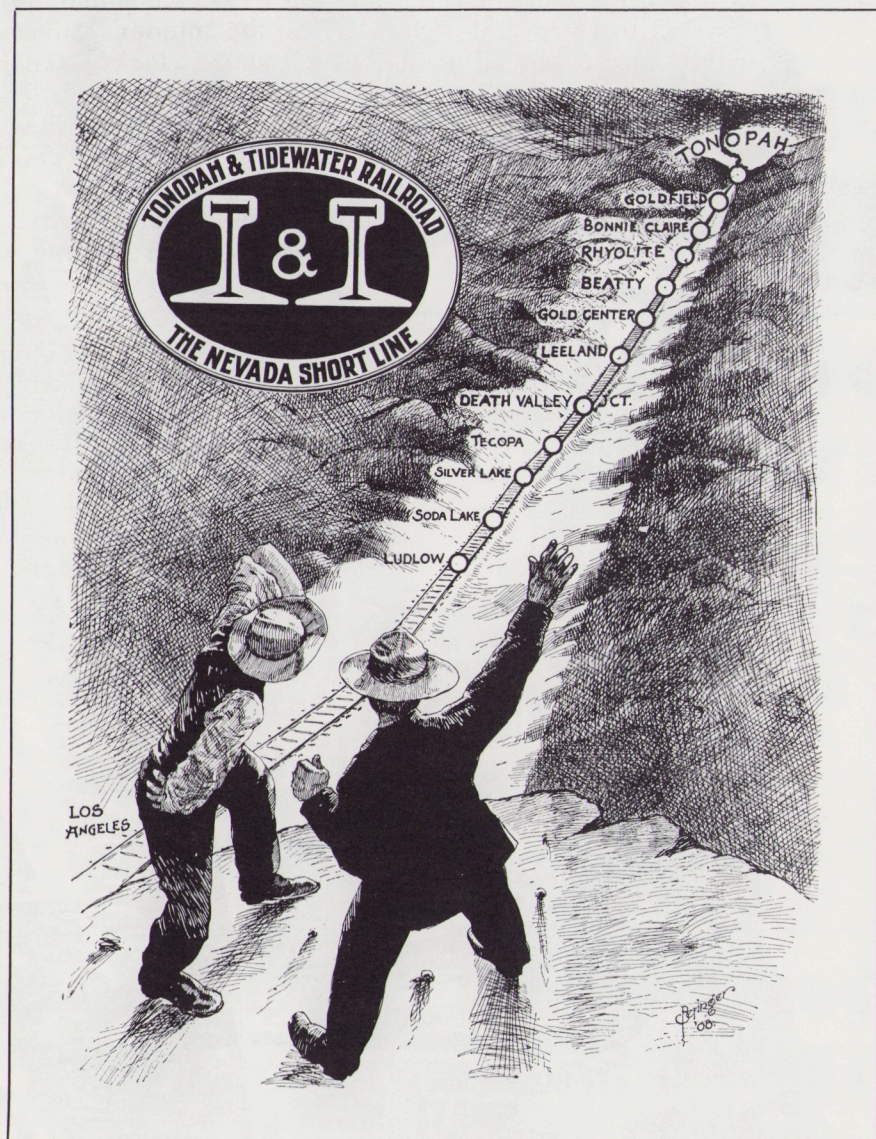
Today, the Albrights live in Sherman Oaks, California in active retirement. Active retirement to Horace means such activities as serving as an Honorary Director of the

Death Valley 49'ers, member of the Secretary of the Interior's Advisory Board on National Parks, Historic Sites and Monuments, Trustee of Colonial Williamsburg, Trustee of Jackson Hole Preserve, Director of Grand Teton Lodge Company, member of the Los Angeles Corral of the Westerners, Conservation Advisor — Consultant to various companies and groups.

The Death Valley 49'ers, Inc. dedicate this 24th Annual Death Valley Encampment to Horace M. Albright and salute him as the great 'Wilderness Defender' and friend of the outdoorsman on this...the 40th Anniversary of the establishment of Death Valley National Monument.

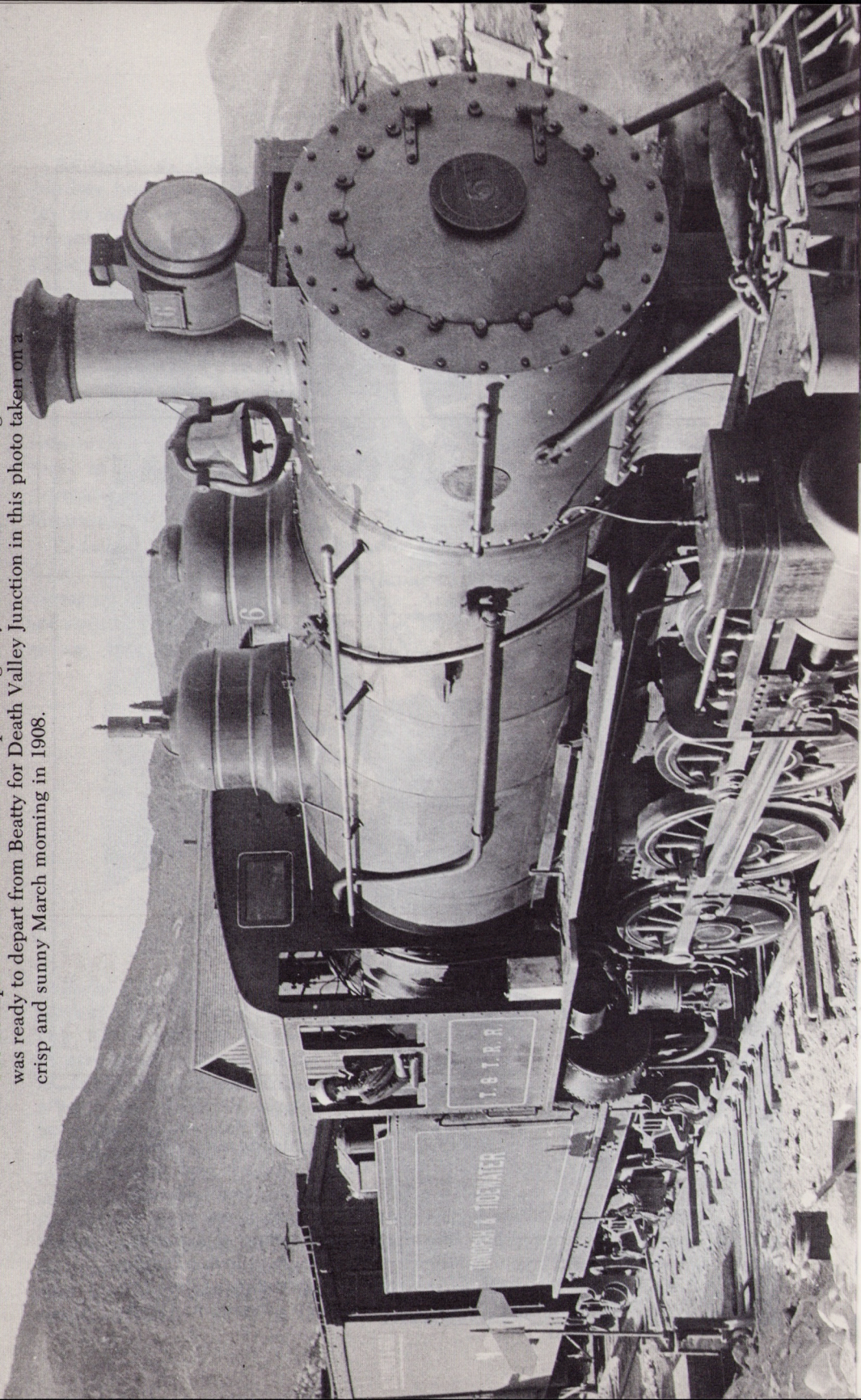
Early in August 1927, Superintendent Albright and Secretary of Commerce Herbert Hoover spent two days fishing in Yellowstone Park. Horace always carried spare leggins for special guests and Hoover proved no exception with borrowed leggins plus his usual attire of the high collar, tie, vest et al. A week after leaving Yellowstone, Hoover declared his candidacy for President, after Coolidge announced he would not run.





In December 1907, Borax Smith's 167-mile desert railroad from Ludlow, California to Gold Center, Nevada was completed. Named the Tonopah & Tidewater Railroad (although it never reached Tonopah nor the Tidewater), it was built to capture the trade of the booming mining camps of Tonopah, Goldfield and Rhyolite and, in addition, to provide the Pacific Coast Borax Company a lower-cost transportation system for their borax ores through the Death Valley gateway at Death Valley Junction.

The Tonopah & Tidewater had been operating only four months when engine No. 6 was ready to depart from Beatty for Death Valley Junction in this photo taken on a crisp and sunny March morning in 1908.



“Along the Fringe of Death Valley”

**Buffet Sleeping and
Reclining Chair Cars**

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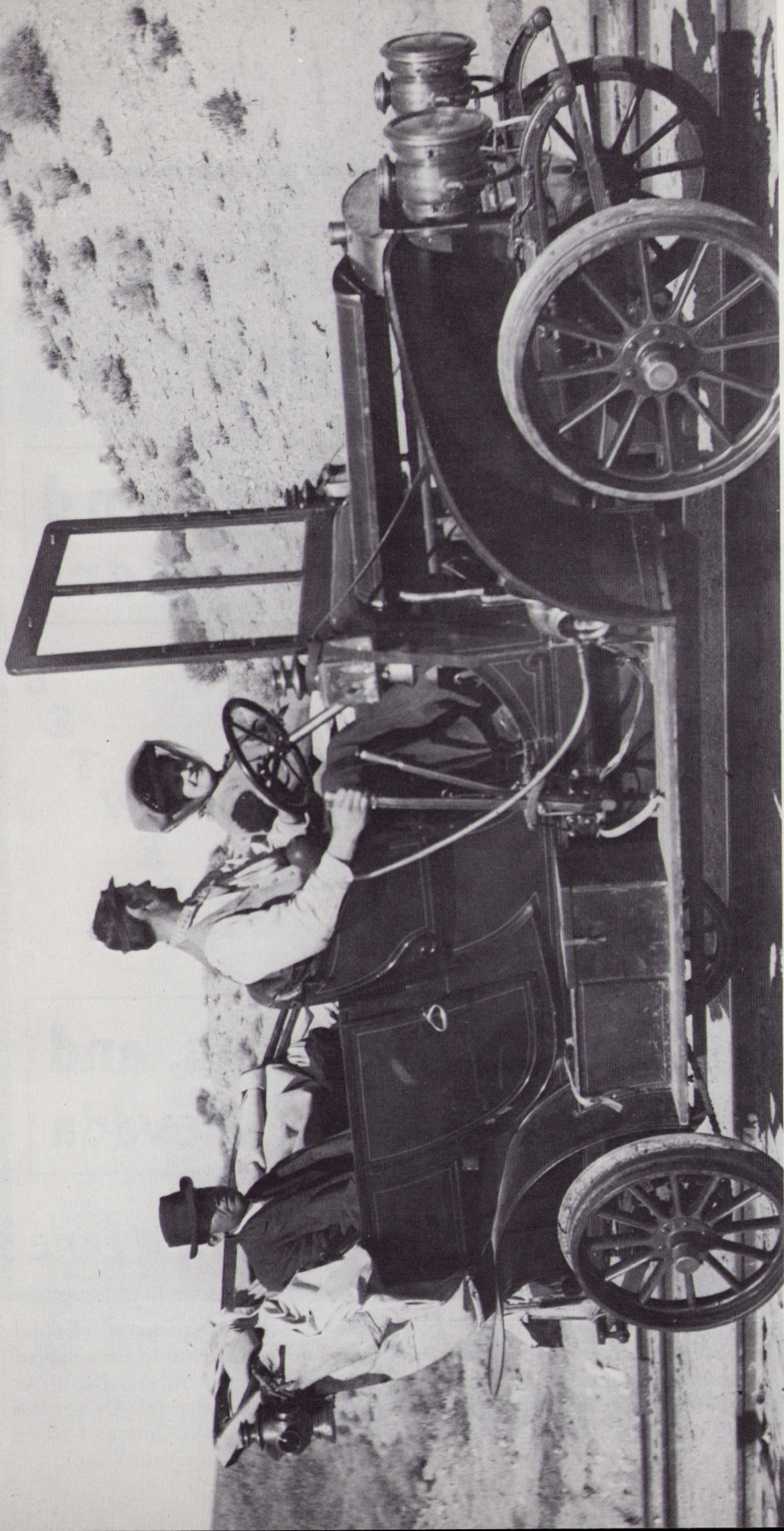


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**Los Angeles, Pasadena, and
San Bernardino and Nevada**

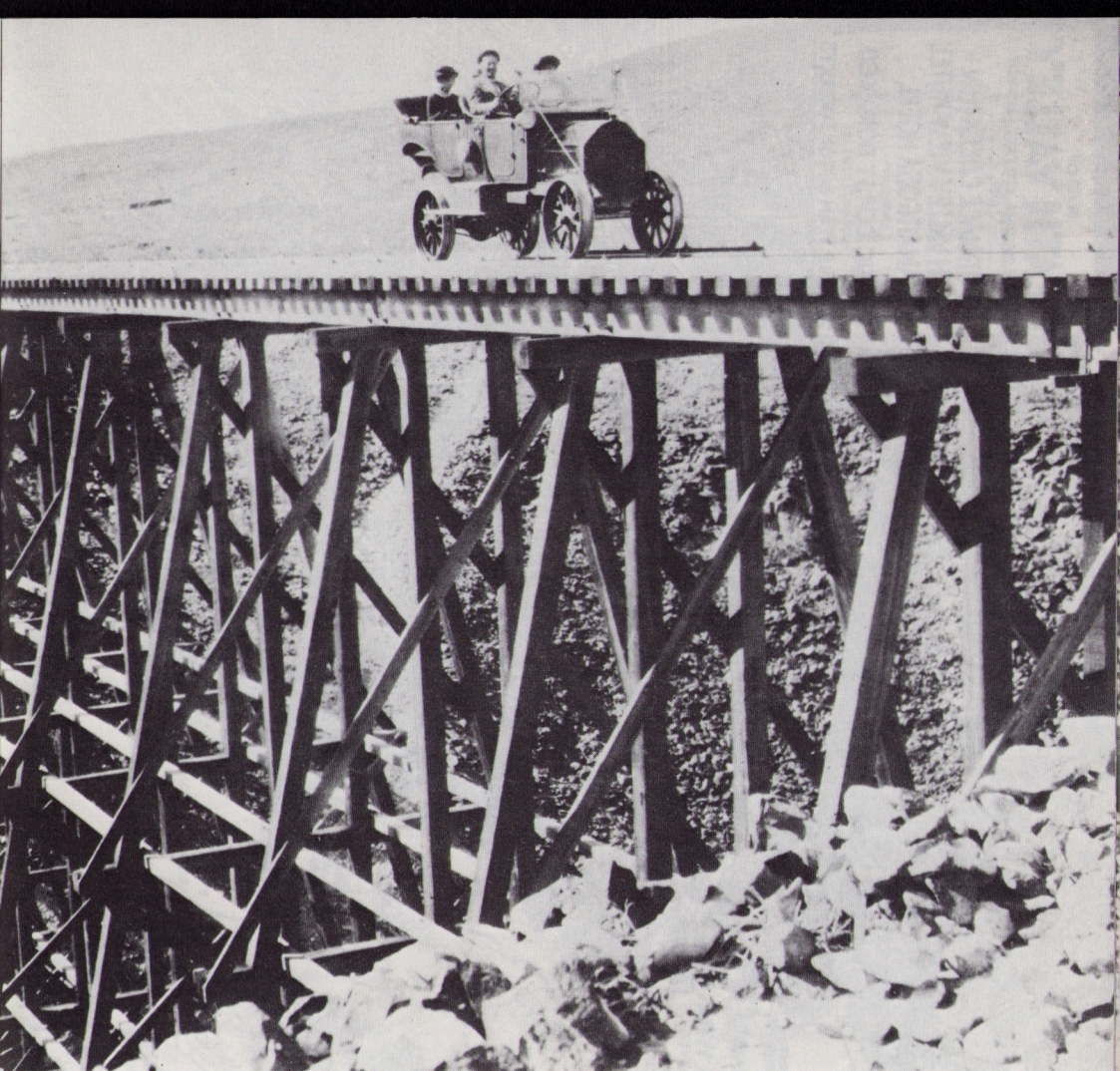
The Time Table Tells the Tale

From 1908 until the 1930's Pullman Cars were set out from east and west bound Los Angeles & Salt Lake or Santa Fe trains at Ludlow or Crucero to be attached to the north-bound Tonopah & Tidewater to Death Valley Junction, Beatty or Goldfield. During the first 20 years, passengers were headed primarily for the gold and silver camps until 1927, when the Pacific Coast Borax Company along with two transcontinental railroads began promoting tourism to Death Valley.



Superintendent W. W. (Wash) Cahill of the T&T R.R. and Mrs. Cahill are decked out in their Sunday best for an afternoon spin in the 'Acme' emergency vehicle in 1918. As early as 1907, the Tonopah & Tidewater had used converted automobiles for track

inspection and other railroad services. Once in 1908, Borax Smith and his daughter, on a trip from Los Angeles to Death Valley, enjoyed riding the rails all the way from Ludlow to Death Valley Junction.



In order to tap the rich borax ores at the Biddy McCarthy, Widow and Grand View Mines, the 21-mile Death Valley Narrow Gauge Railroad was built in 1914 from Death Valley Junction to the new mining camp of Ryan in the Mesa Negra Range, overlooking the head of Furnace Creek Wash and Death Valley itself. A converted Cadillac served the little narrow gauge as its emergency vehicle and one Sunday afternoon, the photographer caught this scene of Major Julian Boyd driving, Mrs. Harry Gower* in the front and Mrs. George Gower in the rear, riding over the famous wood trestle. (Portions of this trestle can be seen today in the lower lounge of the Furnace Creek Inn).

*The late Harry Gower was a Director of the Death Valley 49'ers and a long-time Pacific Coast Borax employee. He supervised construction of the Death Valley R.R. in 1914 and the Furnace Creek Inn in 1927. The Gower's only daughter, Mary, married the Albright's son Robert in 1944.

MAP OF
DEATH VALLEY
SHOWING PRINCIPAL POINTS OF INTEREST
AND

FURNACE CREEK INN
DEATH VALLEY VIEW HOTEL
AMARGOSA HOTEL

OWNED BY
PACIFIC COAST BORAX CO.
MANUFACTURERS OF
20 MILE TEAM BORAX PRODUCTS



See the Region of
Mystery, Desolation, Grandeur
DEATH VALLEY
Furnace Creek Inn

Open from
OCTOBER to MAY
DeLuxe Cuisine
Exceptional Hostelry Service

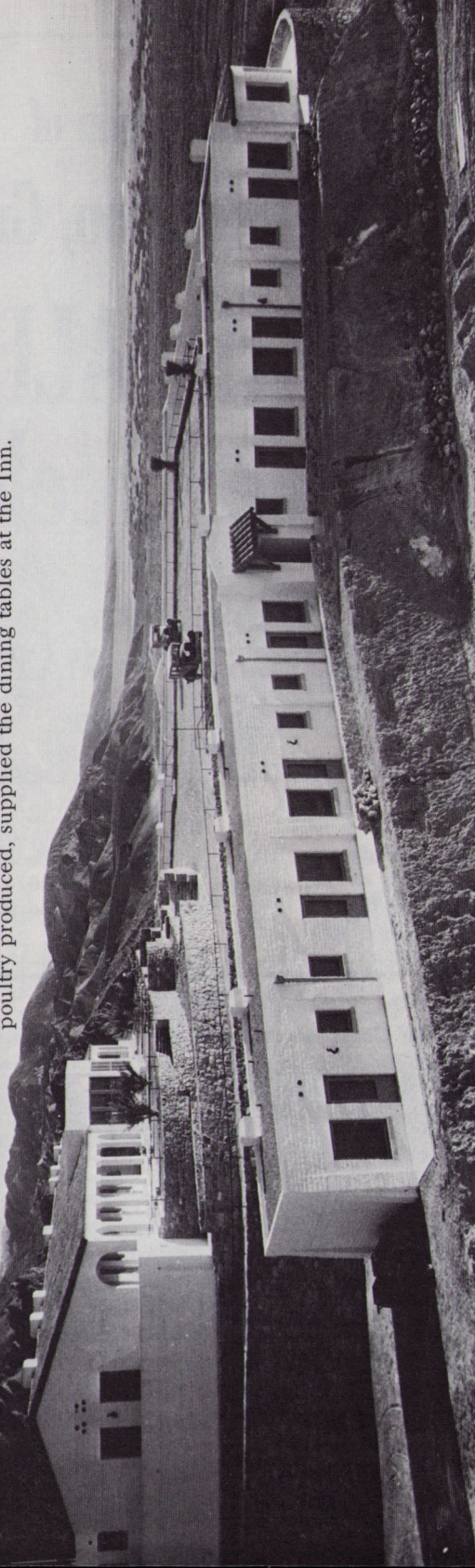
Send for beautifully
illustrated folder on
Furnace Creek Inn

Death Valley Hotel Co.
1014 Central Building
Los Angeles, California

In 1925, the Pacific Coast Borax Company purchased a new borax property at Kramer, California. By 1926, it was evident that the new acquisition could be developed into a rich borax mine, cheaper to mine, transport and refine ores than those of the mines located at Ryan. A decision was made to cease all production at Ryan by 1928.

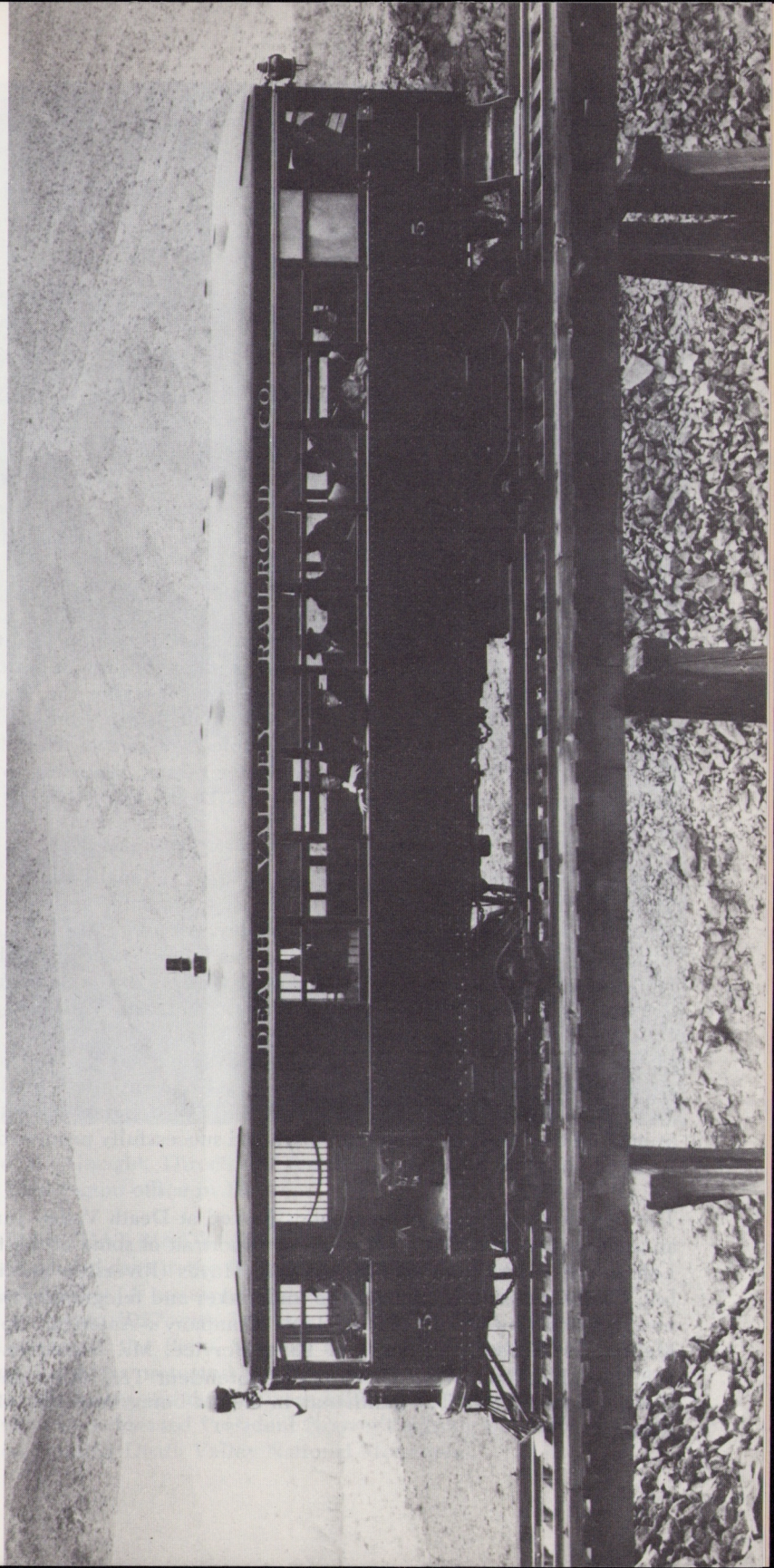
During the early 1920's the Company had noted increasing public interest in visiting Death Valley, and decided to explore ways to provide for visitor accommodations by utilizing existing facilities at the Junction and Ryan, and constructing a new hotel in the Valley. Since highway conditions were not the best, it was decided to promote the use of the existing Tonopah & Tidewater and Death Valley Railroads as the best transportation medium. The plan was received enthusiastically by the two transcontinental railroads, the Salt Lake (Union Pacific) and the Santa Fe, who worked out and agreed to promote package tours and tourist travel to Death Valley from October to May. Travelers would transfer from the transcontinental trains to the Tonopah & Tidewater, riding to Death Valley Junction where they would board the Death Valley railcar to Ryan and travel to and around the Valley in big seven-passenger open touring cars.

To accommodate the growing tourist trade, the Death Valley Hotel Company (a subsidiary of Pacific Coast Borax Co.) converted former bunk houses at Death Valley Junction into the Armagosa Hotel. At the former mining camp of Ryan, the original cottages for company personnel were converted to visitor accommodations as the Death Valley View Hotel. Almost at sea level in Death Valley, at the edge of Furnace Creek Wash, the Company commenced construction of the elaborate Inn which was completed early in 1927. This early photo of the Inn (1929) shows the main building which housed the lobby, dining room and general services with the first two wings of bedrooms which featured open fireplaces. Early advertising brochures told about the water from Travertine and Texas Springs cascading joyously down to old Furnace Creek Ranch where dates flourished amidst fields of alfalfa and tamarisk, and the winter vegetables, milk, eggs and poultry produced, supplied the dining tables at the Inn.



The only passenger car to operate on the Death Valley R.R. was this new 30-passenger, gas-powered car manufactured in Philadelphia by the J. G. Brill Company. It arrived at Death Valley Junction aboard a standard gauge flat car on February 15, 1927 and was put into service the next day. Leaving the Junction in the Brill car, tourists enjoyed a thrilling and scenic ride as the

car climbed from 2,000 to 3,000 feet on its 21 mile run to the Ryan terminus. The Brill car went to Carlsbad along with the other Death Valley R.R. track and equipment. A few years ago, Horace Albright arranged for its return to Inyo County, where it is now on display at the Laws Railroad Museum near Bishop.





In 1926, Frank Jenifer (Pacific Coast Borax) and his wife visited the Albrights in Yellowstone. Jenifer related the Company's plans for promoting tourism to Death Valley and mentioned he needed a capable manager for the Hotel. Albright replied that he had just the right person in Beulah Brown, Manager of Old Faithful Lodge. Furthermore, she could bring a whole crew of competent help with her to Death Valley for the October to May winter season, returning to Yellowstone in time for the summer opening of the Park. Death Valley had a manager for its first tourist accommodations!

Jenifer also suggested that a joint conference of National Park, Railroad and Borax Company officials be planned early in 1927 to explore the feasibility of working toward National Park status for Death Valley. Although the Inn had not yet been completed in January 1927, the meeting was highly successful. The group toured the Junction, Ryan, Furnace Creek, Dante's View, and other parts of the Valley. It was also Director Steve Mather's first trip to Death Valley...and, he loved it!

Mather, the father of our National Parks System, was the son of J. W. Mather, who had been President of Borax Smith's Company at Columbus Marsh near Candelaria. Steve Mather joined the Pacific Coast Borax Company in 1893 and originated the 20 Mule Team trademark and successfully promoted the Company's borax products all over the world.

The old 20 Mule Team borax wagons parked at Death Valley Junction provided an appropriate backdrop for this informal portrait of some of the touring officials. Left to right: 2nd from left; Howard H. Hayes (Riverside publisher), 3rd from left; Chris Zabriskie (no longer the undertaker and telegrapher in Candelaria but now head of the Pacific Coast Borax Company's American operations), Steve Mather, 1st Director of National Parks Service, Mr. Robertson (Union Pacific R.R.), unidentified, Wash Cahill (Superintendent T&T R.R.) and Frank Jenifer (Pacific Coast Borax). The gentleman in the old borax wagon is, of course, Horace Albright.



Horace M. Albright, Director of the National Parks Service, in his Washington office in 1933.

'THE TIES THAT BIND'... Horace Albright had never forgotten his boyhood days in the Owens Valley, next-door neighbor to Death Valley. A renewed interest came with his trip to Death Valley in 1927 with Director Mather. By 1930, as the new Director of the Parks Service, he was determined that the area should be protected and preserved for all future generations. His hopes and desires were fulfilled on February 11, 1933 when he witnessed President Hoover's signing the proclamation creating Death Valley National Monument.

The Death Valley Railroad was torn up from Death Valley Junction to Ryan in 1931 and all track and equipment shipped to Carlsbad, New Mexico where it served the U.S. Potash Company operations.

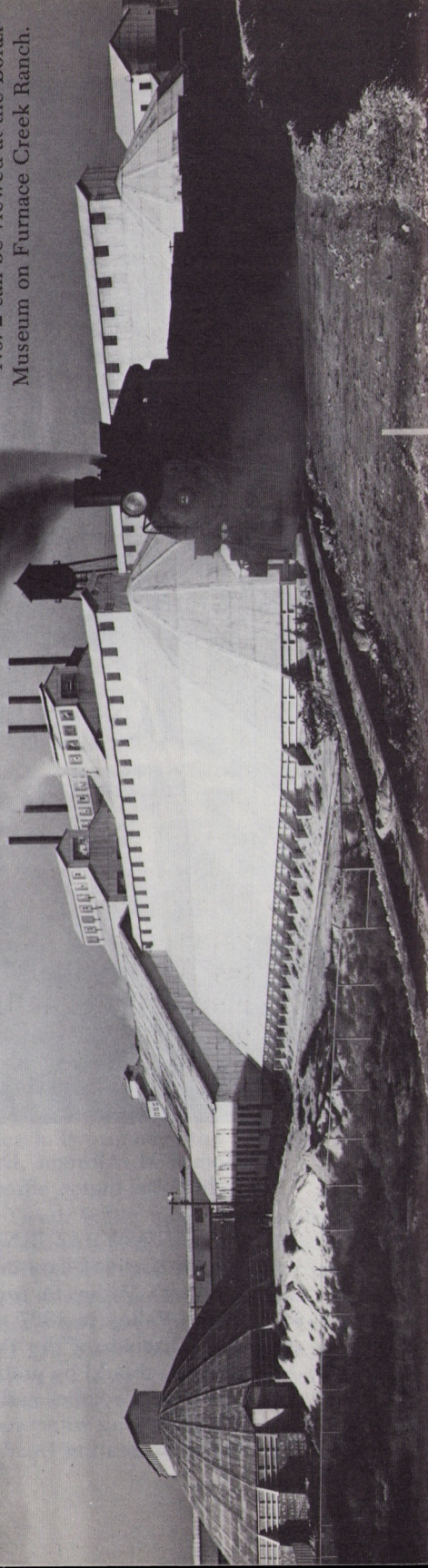
In 1933, Horace Albright resigned as Director of the National Parks Service to become Executive Vice-President and General Manager of U.S. Potash (later President) where he completed 23 years of service upon retirement in 1956.

This dramatic railroad photograph was taken by the famed photographer, Ansel Adams, and shows the former Death Valley R. R. engine No. 2 pulling a long line of freight cars out of the refinery area at Carlsbad, New Mexico.

Because of Horace Albright's interest in and love for Death Valley, it was only fitting that he would arrange the return of this little steam locomotive

to its original home. Once again lettered "Death Valley R.R.", Engine

No. 2 can be viewed at the Borax Museum on Furnace Creek Ranch.



Today, travelers along Highway 190, from Death Valley Junction, can trace the abandoned right of way of the Death Valley Narrow Gauge Railroad. Traveling east on this same highway from Furnace Creek, they can view the deep cuts of the right of way along the base of the Mesa Negra Range leading into the lonely mining camp of Ryan.

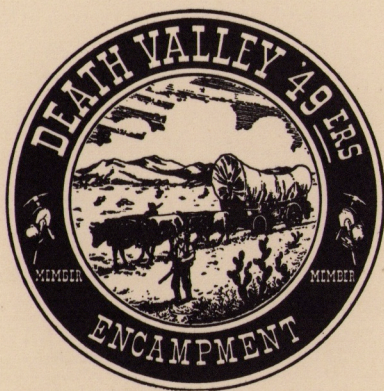
Borax Smith's 167-mile long Tonopah & Tidewater is also gone from the scene. No long freight trains huff and puff up the grades of the Armagosa River Canyon. Gone are the excited stampedes of people to the gold and silver camps, riding the T&T's buffet and reclining chair cars or the Pullmans equipped with the Baker heaters.

Those 'modern day' tourists back in the 1930's probably never realized that the fun and experience of riding Pullmans into Death Valley Junction, followed by a bouncing ride on a narrow gauge railcar to Ryan, would end...all too soon.

Photo Credits:

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National Parks Service,
Robert Logsdon,
Horace Albright,
U.S. Borax and
Author's collection.

Design By:
Mark Lahfdany



Death Valley '49er Officers, 1973:

William Newbro	President
Palmer Long	1st Vice President
R. Chalmers Graham	2nd Vice President
Elmore Nelson	Treasurer
R. Jack Stoddard	Secretary

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